

NUMBER 2

nare Co or the Springs one of the great
nature points on its line. While the
people of this city have a ways been
treated liberally by our present owners,
matters of exchange and other accommo-
dations, the coming of a new rail will
be hailed with pleasure as allowing the
confidence of financiers in our business
prospects and also because new capi-
tal will be brought here.

cup in hand. 'When the general was there, it wasn't so' they say with regret.

"But the measure that did the most for Bouanger's popularity was the increment of the soldiers' pay. By a budgetary arrangement, unnecessary to go into here, the minister of war was able to increase the five sous given every five days, to eight sous for the same period. That is to say, the pay was nearly doubled. Three additional sous was not insignificant sum to men who received nothing from their families, which is the case with a majority of the rank and file of the army. One of the greatest pleasures of the French soldier is to drink a glass of wine now and then. But wine is not among the rationals. Those three extra sous make this possible, and this has done more than all the songs and newspaper articles to render the name of Bouanger dear to the poorer classes of France. Mark my word, that will never and whenever General Bouanger starts for election, and will get the votes of a vast majority of the soldiers, an important element in a country where the young men go into the army."

[illegible][illegible]

With 30 minutes a relief train came from Salica with the company's goon and an assistant, who gave reports on the situation. Mr. J. O'Conner says Van Veenberg will lose his foot and the express messenger will lose his eye. The passengers rendered the assistance possible. A force of men were engaged. At the wreck site for the track, which was several hours. The passenger of the scene are waiting a train to them to leave the. A consider- came from instant catastr. When the relief train reached it was discovered that others been more or less injured. The wreck Mrs. George of Aspen, face O. K. Gamon, proprietor of the Enterprise, lost foot and leg was injured. O. K. M. of Fredonia, lost an ankle and a leg and lost back. The passengers. A number of the passengers lost their clothing more turned from the contents of the over-turned in the cars before he could get out. The alarm of the raised, and this excitement added strains of the women and children, and a scene of terror quite unbecom- A. O'Conner a rain was sent down here, and the passengers were down. The wounded were carried by O'Conner, and every passenger was anxious to evade the possibility. The proprietor and assistant, Monte Criss prepared a for the passengers, who sat toward were packed upon another. A stolen jack was the scene wreck where they were transferred. A train had been sent down from the

Denver & Santa Fe Election.

DENVER, May 3.—At the annual meeting of the Denver & Santa Fe railroad here this morning, the following officers were elected: W. B. Strickland, president; C. C. Cheney, A. W. Benson, of Boston; C. C. Weira, of St. Paul; C. B. Bishop, of St. Henry, Ohio; J. M. Mosca, C. C. Kuntze, John C. Felt, of St. Louis; R. W. Wood, of Denver; J. F. Crowe, of St. Springs.

— A Heavy Failure.

MINNEAPOLIS, Minn., May 1.—A selection of E. B. Sears, the experienced estate dealer who recently has shown assets of \$3,324,000, comes before the judges \$576,000, direct.

Fiftieth Congress.
SENATE.
WASHINGTON, May 6.—After morning business the senate took up Vest's resolution providing for a select committee to examine the question touching the near prospects of the United States. After a long discussion the resolution was extended so as to make the investigation embrace the Trusts, Line Association, the Central Trade Association and other agencies of transportation and commerce. The following bills pass:
Senate bill increasing the limit of the posts of the public building at Sacramento, Cal., to \$50,000, and appropriating \$55,000 additional.

Senate will, for the presentation of
pages to officers and men of the Greely
relief expedition.

Senate will fix the pensions for loss of
one eye or the sight thereof at \$80 a
month and proportionate for less
loss of eyes.

Senate will authorize the raising of
\$3000 and university lands in Wyoming.

Senate will, on owing aid to state homes
for the aged, \$5000 at the rate of \$50
a year for each child or soldier and
soldier maintained there, and \$10000
for the purpose.

Senate is to confer brev. promotion on army officers particularly distin- guished by heroic action in Indian war- fare.

Having passed thirty-eight bills the senate proceeded to executive business and soon adjourned.

HOUSE.

The house went into committee of the whole on the tariff bill.

Speaker of New York spoke against the bill. He wished to give an object lesson, and produced three pairs of stockings, displaying the superiority of the American tag, while two men lectured in favor of the English. He presented a stocking to the sec- retary from Texas (Y. S.), with the sug- gestion that he send the rec. ones to the president, the white ones to the speaker and the red ones to himself, as typi- cal of his own feeling at the end of the session when he sees the great tariff measure. The president, the speaker and the red ones increased, resulting in a tariff in his district would be given for the republican candidate for the sen- atory, provided he served a year of a iterative divines. Laug. etc.

"Source of Pennsylvania regard the
 Mr. Hill as a long strider in the direction
 of free trade and the inauguration of a
 tariff policy which must eventually be
 ruinous and disastrous, in which all
 people were aye and in crested
 "Mr. Linn said, nearly all the manu-
 facturers of the country whose interests
 were placed at hazard by this new
 Democratic policy, are coming from
 the most pronounced protection
 "The assurance of these men, and come to
 Washington, had an outburst con-
 shut in their faces, and they gone on
 like a disconcerted men with revolv-
 in their hands. There were revising
 committees in a number of legisla-
 tures would pass upon the merits of the
 and a large number would decide itself
 at the bar of justice.

Bayne of Pennsylvania criticized the president for not having permitted the house to formulate a proper bill for revision of the tariff. No other president in any emergency of the country has sent to the house a message so hastily and so nearly indicating the line of policy on an economic question. The president had not only come to the conclusion that it was the influence of the administration and democratic nomination in the southern districts had been controlling in the interests of a free trade policy. Democrats of good standing and influence who had heretofore been prominent as leaders of the party had become, as beneficiaries of patronage, dependent on the president for continued access to the president's councils, and were being driven by every means at the command of the administration from the ranks of the democratic party. There, then, asserted that public measures, involving public interests, had been carried, even to sanction because of the attitude of certain representatives in congress on the conclusion of "tariff revision." It has been shown that administration had been so recalcitrant Pennsylvania having avoided the cause of the tariff on the floor of the house. The cause, President Cleveland and his supporters, on a racing platform was nearly protection in New York and the race in the south. Was it fair to charge a president elected in a state of platform should influence the house in favor of "free trade?"

Weaver of Iowa said the Mi-
was "a fair and reasonable measure."
agreed the republican party was
"a fair and busy burning bridges and
leaving a long dead road over which
democrats may meet advance for
relief of the people." The invective
against trusts and combinations was
brought home under the protective ad-
vantage of Kansas state levee and
message was his "a part of the con-
comit campaign." He said such a "Kansas
Y. C. A. C. Vance and a "their body
own life." Were the powers of an
immigration before prostitution
such base purposes? Eugene A.
saw: "concoction and those who
grace American labor war the
producers, manufacturers and
the nation want it.

Thea of New York made a
 speech in favor of anti revision.
 was a satisfactory that yes no re
 can be to reform the anti and
 presented.
 A sen of Michigan, referring to
 president's message, said that it is
 not the first time that C. Ve and
 confured a lion to frighten the se
 the fact may be first lion in the w
 of central New York, when he wro
 eter of acceptance, in which he so
 out the danger of revolution insti
 from a president: "The great sec
 second, "I am understanding to se
 to re-educate myself. Now
 conventions were held in the U
 States to send delegates to S. C.
 office holders of the United States
 pointed by President C. Ve and,
 to-day in every state office holders
 seeking who should be delegates
 darkness of the waters of the conf
 masses. Referring to the sur
 fusion and C. Ve's amendment, he
 he declared that it was shorter
 committed because the president's
 to go change in the constitution
 he were it was the great people of
 west would desire him at the pos.
 Syn of Indiana said when the

man made the assertion that the bill smothered the light and that a fact. The venture, the prediction that the bill would never be brought to a vote would smother the light, and being smothered whether they would ever get a free air upon it to die, not grow. Today it was in process of disowning. That statement is not true. The bill has no voice of the remark, concluding this speech without interruption.

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coa. and Lon o ice.
 Scott cement em patic y, can engine
 sum to produce proo "The attit
 it is wou t
 the comit ee had rose apd took re
 sults of the ocs, when Mr. Wickham
 Orio, Mon gomery of Kentucky
 and y, of Indiana spoke on the tariff
 question.
 At ournet .
Landsdowne on Canadian Relations.
 OTTAWA, 31st Feb.—(For Landsdowne,
 a special at night, spoke in high
 terms of his connection with the people
 of Canada, and in glowing terms
 of the complexion of the Canadian "fact
 ionary" he alive to the recent in
 vasion of our trade relations with
 the United States, and to construct the
 union between the United States and Canada
 to secure the motives of those who make
 the proposal, he pointed out that it
 would give our own countrymen the
 right to the use of Great Britain while
 we were not, and suggested that a
 union in many of the same
 character as a free union. As to the other
 side of the question of union on the basis
 of the tariff, he pointed to it on the

council of the city of Worcester
 by existing emergencies of views
 on the subject of tolls and taxation in
 recent but a few months and the
 control of each portion of the same
 into the hands of the several towns
 and that their relations with the
 common good was beneficial and
 and no desire to change it

A Will Broken
 CHURCHMAN, May 16—Victor Cruise of
 Biddeford yesterday declared that the
 estate of the late George H. Cruise of the
 same place in the will leaving Henry
 George the test for the purpose of aid-
 ing him in the execution of his secular
 affairs and duties among the people was
 entirely void. The point made by the
 court was that it was invalid as
 the estate of George was not a legal
 estate and that George
 as a resident of Biddeford had no right to
 execute his will in Maine. The will was
 declared void.

Richmond Va., May 6.—The Southern Baptist convention yesterday adjourned to hold the next convention at Memphis Friday night the second Monday in May. The report of the committee on "Suggestions," of domestic missions on board, which instructs the two boards to appoint a joint organizing committee of colored churches, to the same at committee of the board, so that they may be able to organize unions, but to consider what can be done to assist their several fields and agencies, so as not to have a conflict of agencies, was adopted.

WASHINGTON, May 31.—There is much confusion among republican members of the house as to the proposition by Mr. Caldwell, the house's vote upon the Nebraska bill and substitute to be offered by republican friends upon the use of general revenue this week and without consideration of amendments. On this point no sort of an agreement has been reached. By republicans, and here appears to be a wide difference of opinion upon this subject. Mr. Hayes is inclined to defer to save time by ~~removing~~ drawing into the war room of a five minute debate, which may be lost in the grass, in debate by the confident of his party can be a "retreat" on the principle upon which the bill was constructed, and with its features as they preserve, although amendment of minor importance, a political basis it may be made. It appears that his proposition to take votes to wit: on consideration of amendments was made by democrats as a condition to granting an extension of the general debate. And the republican members of the ways and means committee declined to give an immediate answer, at too it is under consideration. Mr. Hayes is offered to be rejected, if it may be voted that the proposition acceptable to a considerable number of republicans.

A Methodist Conference.
NEW YORK, May 16.—A motion was made in the Methodist conference this morning providing that hereafter it should require a two-thirds vote to constitute a session of disbar. After consideration the motion was carried by a vote of 22 to 10. Memorial services were the order of the day. They were conducted by Bishop Bowman.

[illegible]

as for a needy scoundrel and a
 and, with "free sugar and um-
 and repeal of the tax on whisky and
 and, so, the convention, immigration
 convention then as, 'corned sine die
 Alabama Repubicans.

rooming, May, 5. The republi-
 convention was called to order at
 A colored man named Steve is
 democracy chairman and made a
 respect, urging the convention of
 and the economic federal office
 in Alabama during the terms of
 s, Ga-fied and Arthur, as political
 s, acting with democrats in the
 to keep the negro out of his po-
 agats. The convention comprises
 finance of ex-ates, one of the
 last one. There is an active co-
 or co-legates at large to the Chicago
 tion between the S. line and Sac-
 and parents

ST. LOUIS, May 3.—The convention scene of the day unfolded a day over (tempt to seat a temporary chairman) in the face of Stevens. Finally, Stevens' vacillated the chair in favor of the young man, chairman of the executive committee. Stevens' men then attacked his new place upon the platform. The convention May 3.—The convention scene of the day unfolded a day over (tempt to seat a temporary chairman) in the face of Stevens. Finally, Stevens' vacillated the chair in favor of the young man, chairman of the executive committee. Stevens' men then attacked his new place upon the platform.

The Kentucky Derby.

[illegible]

Convention Arrangements.

New York, May 5.—A committee of seven appointed by the national Democratic committee to make arrangements for the national convention met here to-day. The barnum of Connecticut presided. The committee selected General John W. Bratton of Indiana as secretary at arms and Carl Dan Ahle of St. Louis as chief door keeper for the national national convention at St. Louis. It also appointed a committee to prepare a platform to be submitted to the approval of the Democratic national committee, and a committee to draw up a petition for recognition for radical action.

Delegates for Allston.
SANTA FE, N. M., May 15.—The republican territorial convention to choose delegates to the national republican convention was held here to day. Thomas C. Catron of Santa Fe and Francisco Chavez of Valencia were chosen as delegates, and Colonel Ryerson nominator. The national committee met. The delegates are understood to favor Allison of Iowa for president.

Q. Officials Upheld.

CHICAGO, May 16.—Stockholders of the Chicago, Burlington & Quincy railway met to-day, the object of the meeting being to elect a board of directors who will meet next week in Boston to elect officers for the company. The most important matter of business which came up was the preparation of a resolution commending the present officers for the same action in the late strike. The present board of directors was re-elected.

Archbishop Lynch Buried.
Toronto, Ont., May 6.—The funeral of the late Archbishop Lynch took place this forenoon. Requiem mass for the dead was celebrated by Cardinal Taschereau. The sermon was preached by Bishop Flynn of Buffalo. In the procession there were Cardinal Taschereau, eight archbishops and bishops, a body of our priests, the mayor and members of the city council and a large number of citizens.

The Manuscript Explained.
LONDON, May 16.—The Chronicle's Rome correspondent says the Chronica rescript, which he read from first hands, is an early draft with an explanation of the misprints, which will be submitted to the Vatican for revision, to the effect that the pope does not concern the political objects of the nationalist party, but only the means employed for attaining those objects.

Charges Against Norquay.

WINNIPEG, May 26.—In the legisla-
tive assembly today, a royal commission
to investigate the charges against him
and the government refused the request
and carried an amendment to have
Norquay, Burrows and Lariver examined
together, the premier declaring they
were all equally guilty.

CHRISTIANIA, APR 25, 1888.

It was at this moment that the Norwegian youth rose and spoke. The young men of the university torn themselves into a club of Liberal, S-

Thornson has been received with a light procession and a sort of triumph because it is remembered that an influence is used to have on the rising generations. But for the first time, the men seem to be losing interest in the fact. The fact is, that ten years ago, when the same Thornson was a power in the land, because he was the leader of the party of progress, his words were most radical in our literature, which usually of a rather conservative character. As the orator of the people in recent constitutional crises, when Norwegian nation and the Swedes were arrayed against each other, he described everybody and his position in the questions of the day as being so far a head of the times, that the glory in part, art and the leader of the good separate themselves from him. His success was due to the fact that

Editor John Stetson.

Boston, May 25.—John Stetson, in connection with the Police News, has been offered and is renting a room, on the first floor of a big building, at the corner of the Police News, giving him a large office of that paper. For years the paper has been owned by J. A. Sullivan & Co., the "company" consisting of Messrs. Foster and Andrews, who have been retired, within a few days, and the arrangement was effected by the purchase of the paper at a price, and the business management of the paper, while the publisher is a partner in the reorganization. The new department will be under John Stetson's personal supervision.

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The Six-Day Walk.

NEW YORK, May 12.—The crowd in the garden after midnight was on the wane since the night before.

that Maine had been repudiated by the people, but the statement was not true. He had been repudiated by certain democratic methods which in certain sections of the country were being used.

Half mile — American won, Sing Stone second, time 2:23.

THE GREAT EXPLOSION

**Mountain Destroyed by Explosion of
Great Powder**

**A Railway Freight Loaded with the
Santa Fe Explosives.**

**The Shock Ignores a Car Loaded
With Nitrates**

**Communicating with a Jailed Powder
with Powder Remains**

**Every House in the Town of Poun-
tain Destroyed**

**Three Residents Killed—A Large
Number Injured**

**None of the Passengers of the Train
Wounded**

**Coroner Davis Investigates the Facts
of the Disaster**

**Additional Details Brought Out at
the Inquest**

Fountain village, situated twelve miles south-east of the city, was the scene of a terrible catastrophe, early Monday morning, which finds no parallel in the history of the country or even in the state. The loss of life was comparatively small, considering the magnitude of the catastrophe, but the damage to property cannot be accurately estimated at this writing.

AN EXPLOSION.
A few minutes after three o'clock Monday morning the residents of the city were aroused from their sleep by the report of a loud explosion. The ground shook and the glass in the houses rattled perceptibly. The general impression was that the city had been visited by an earthquake and the rumbling noise accompanying the explosion seemed to pass through the city from the southwest towards the northeast. Of course few people knew the exact nature of the deafening noise, but by 8 o'clock the news that a fearful explosion had occurred at Fountain spread through the city.

THE FIRST NEWS.
Night Policeman Michael was standing on the First National Bank corner when the explosion occurred. He at once thought that a safe had been blown open, but a bright light which came up in the southeast soon convinced him of the contrary. He and Policeman Powell then went to the Y on the Santa Fe railroad track, thinking that an engine boiler had probably burst. There they learned that the explosion had taken place at Fountain and was the result of a collision between the north-bound Kansas City express, and five wild freight cars.

CAUSE OF THE COLLISION.
Fast freight train No. 31, of the Atchafalaya, Co. & Santa Fe railroad, in charge of Conductor W. C. Caudback, who has been in the employ of the company for seven years, arrived in the city at about two o'clock. When the train reached the Y below the freight depot it stopped and the engine proceeded to switch three cars loaded with a load of iron ore onto the side track leaving the main track where they were to be unloaded. Five cars were left standing on the main track. The rear car was the caboose, the next a tank car filled with nitrates, then a car of iron ore for the M. & C. and the car of glass powder, and the fifth car was a car loaded with household goods and sewer tiles. Before going to the side track Conductor Caudback directed A. Overton, the rear brakeman, to set all the brakes on the cars remaining on the side track. Overton, who has worked on the mountain division of the road below Trinidad for two years, and is a man who knows the car-breaking loose states positively that he set four brakes as high as he could and then left the train. About ten minutes after a tramp asked him what had become of the train. He looked down the track, but could not see the green and red signal place where the cars had been standing, and was horrified to see them gone. He rushed to the depot to give warning, as he knew that No. 7 Kansas City passenger express was due at Colorado Springs at 3.5. The front portion of the freight train then started to overtake the wild cars, but before it had gone, a wild car, which had been broken loose, was driven into the ground, and now stands on end. Pieces of iron and wood were thrown with great violence against the houses, and the sewer tiles on one of the freight cars was almost ground to powder. The lumber yard of D. J. Smith, who was killed by the explosion, was located near the depot. A few pieces of lumber remain on the spot.

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SECRET

Large Number of the Railroad
Employees Examined.

Active Measures Being Taken for
the Sufferers' Relief.

Conductor W. E. Garbuck, of freight train No. 1, was the first witness. He testified as follows: My train arrived at Colorado Springs between 2:05 and 2:10 a. m. Monday morning. We had three cars out on the side track near the engine house. I had five cars and the cabooses below the Denver, Texas & Gulf crossing on the main track. I told the brakeman to see that the brakes were securely set on the cars before leaving them. We had some difficulty in unloading the stock cars and, when we were unloading the second car, the brakeman told me someone had to do him that the hind end, no good. I was then about seven or five car lengths from the

Albert Orendorff, the next witness, testified that he was the third braxeman on the freight train. We arrived at Colorado Springs about 2 o'clock. We left the cars below the D. T. & G. crossing. The conductor came to secure the mud and then come over and help the other men load the stock. The stockmen who were in the caissons were awakened and one of them attempted to get by me with his trunk while I was seeing the brake on the caisson. It took him to wait until I set the brake. One of the men remarked that I set the brakes

utes after I took the cars. We were unloading the second car when the same bum came to me and said, "Where's the way car." In a few minutes I looked back and could not see the cars. I told the conductor that I was going after the

William Burdick testified that he was head brakeman on train 87. He was unloading the stock at the chute which he learned that the cars were gone. He turned the air on the cars before going to the chute. He knew positively that the air was turned on the hind end. He cut the train off, and do not know if the hand brakes were set. He last saw the hand lights about ten minutes after he cut the train off. He went to the freight office as soon as he could, after he learned that the cars had left. The distance from where the cars had been standing to the office was about a half mile. When he reached the office the operator asked him if some of the cars had gotten away.

On resuming his story after the recess the first witness called, and examined, was H. S. Harmon, the conductor of the passenger train. The main facts brought out in his testimony were substantially the same as those elicited from the evidence of Messrs. Gay and Denny at Mountain on Monday. He swore that the train arrived at 2.45, three minutes ahead of time. He gave the alarm of powder a sufficient time before the explosion for the people to make their escape.

At 2 mer 30th, the fireman on the passenger train, testified as follows: "I was at the junction when the accident took place. The first I knew, I heard the conductor and engineer shout 'Look out.' I could not see anything and was thrown against the boiler when the collision occurred. The whole wreck appeared to be on fire, and the people began to fight the fire on the depot. The engineer ran back from the cars and told the people that one of the cars contained powder. I think that the people could have gotten away before the explosion and they needed the warning. I do not know if the powder car was on or off the track."

Henry Heasts is the front brakeman on the passenger train reported that he did not know anything about the collision until the cars struck the train. We understood the cars one at a time and shoved them back. I took us five or six minutes to get the cars back and put out the fire in the smoking and baggage cars. When I came back to help put out the fire at the depot, I heard some one say that one of the cars contained powder. The conductor and engineer then circled around the train to get the numbers of the cars. They saw the powder tanks and gave the alarm. Everybody had an opportunity to get out of the train.

W. C. Leavitt, the engineer of the
Freight train, was the next witness
sworn. He saw the lights on the blind end
about ten minutes after they got in off
the grade where the cars stood is about
twenty-two feet to the mile. I think that
two good brakes could have held the
cars. I should say that the cars must
have run to Fountain in about twenty
minutes. There are three places between
Colorado Springs and Fountain where
the cars could not have passed, and there
been but one brake set. I do not think
that there was a single brake set on the
cars when they passed these places. The
cars could not have stood still without a
brake being set. Two brakes might have
held set when I saw the lights.

The written testimony of A. G. Dodge and Ira Peterson was then read to the jury. They stated that they had charge of the stock on freight 3, and that they saw the Dyakeman on the horses good and so on in the caboose and in the car. They saw the pigs on the rear end after the car of horses had been unloaded.

The jury after a brief time spent in deliberation returned to the jury box.

By the Court:—

St. Joseph, Mo., Sept. 11, 1901.

Co. Coraco, on the 16th day of May, 1888, before sauc Davis, coroner of said county, upon the bodies of C. P. Smith, J. W. W. Burdick and a man to the jury in whose names are hereby subscribed: said jurors upon their oath do say that the said persons came to their deaths by an explosion of naphtha and kerosene oil on the 2nd of May, 1888, at Topeka and Santa Fe railroad cars at the town of Fountain, on the 16th day of May, 1888. The explosion was caused by the freight cars on the Atchafalpa, Topeka and Santa Fe railroad getting away from Co. Coraco Springs and running with the town of Fountain and coming into collision with a passenger train. We find that the railroad employees took the usual precautions to prevent the cars from moving by setting the brakes but that they were not so close in some manner to the jury well known.

The funeral of Mr. M. W. Outcains took place yesterday morning at the Free Methodist church at Fountain. The building was crowded to its fullest capacity by the friends and neighbors of the deceased, who had come to pay their last respects to his memory. The services, which were of a very impressive character, were conducted by the Rev. Mr. Stamp, pastor of the church. The remains were interred in the lake cemetery south of the village.

Yesterday morning Mr. L. R. Ehrich received the following telegram from Fountain:

Mr. L. R. Ehrich, President of the Board of Trade:

Rayman De Coursey, of the local relief committee, visited Fountain yesterday morning. He found the sufferers being comfortably cared for and Dr. E. J. Moore unlagging in his attentions to their wants. On investigation he learned that there were only three good chimneys in the town and that the facilities for baking bread were very limited. He ordered some ten tons of bread and fruit, which will be on hand to-day. He also ordered some medical supplies of which Dr. Moore was badly in need. On his return to the city Rayman De Coursey made arrangements for sending three barrels of bread to the village daily for a week. He stated that there are several persons in the city who have lost most, if not all of their worldly accumulations and that the aid extended by the citizens of Colorado Springs would prove very timely.

Mr. C. M. Butz, of the real estate firm of Tutz, McDaniel & Co., has been appointed commissioner of deeds of the state of Pennsylvania.

The Pueblo fire department will run an excursion over the Rio Grande to Casapueblo on June 27th.

How the Work is Progressing on the Big Dam

Tracking Jap.

The first grading camp is at the old air grounds, on North Cascade avenue. It is owned by J. R. McDonald & Co., who have the contract for doing the work on the big cut, through which the road passes before reaching the Denver & Idaho bridge. The firm began work last Monday with 130 & sixty men and thirty teams.

The cut is a very large one. It extends from a point near the Templeton Gap road to a point about 250 feet west of Cascade avenue. It will have an average width of 24 feet on the bottom. The average depth of the cut will be about 22 feet, though when it crosses Cascade avenue it will have a depth of 27 feet and a width at the top of 78 feet. There will be a large and substantial bridge over the cut at Cascade avenue. The distance covered by the firm's contract is about one and three-quarter miles. The amount of dirt to be handled will aggregate nearly 1,000 cubic yards.

In railroad practice, dirt is either wasted or borrowed. Wasted dirt is that which is simply laid aside and removed. Borrowed dirt is that which is taken from one place to fill or replace another. In making a railroad cut which has a fill at both ends it is the customary method with contractors to take the dirt from the cut to make the fill, though it is generally agreed among railroad builders that it is not profitable to haul it over 1,000 feet. In making the cut, north of the city the dirt will be both wasted and borrowed. At the eastern end of the cut it will be simply piled up on both sides, but at the western end it will be hauled from the cut to grade adjoining grounds west of the Monument and near the Denver & Rio Grande track. On these grounds the side tracks, repair houses, etc., will be built. It is not expected that the cut will be completed before the first of September.

The road after leaving the eastern end of the cut pursues a direct course to the east. After crossing the Temple on Gap road it enters a small ravine which it follows until it reaches the base of the hills. The two miles east of the cut will be comparatively easy work. There are no large cuts and the hills can be made with the ordinary

The first camp after leaving the fair grounds is that of M. A. Roy, located about three and a half miles northeast of the city, in the Martin and McGowney pasture. This contractor has a contract for one mile's work which includes a moderate sized cut and one long fill. This camp is now working for about two weeks, and the grading is being done rapidly. Mr. Roy's contract calls for the handling of about 35,000 cubic yards of dirt. He has about twenty teams and sixteen men at work.

After leaving Mr. Roy's camp the heavy work on the road, outside of the big cut, begins. The road follows the base of the bluffs and passes through them in the gap near the county road, which leads to Granger. The heavy work proper begins at the gap and continues for a distance of about five miles. It consists principally of deep fills, some of which run for a considerable distance. There is one very near the gap which in one place is twenty-seven feet deep and another fully as deep and nearly three times as long about three miles farther east. The action of these five miles are not very deep, but some rock will be encountered in excavating them.

Carlisle, Price & McGavock, who have the contract for grading the first two miles east of the city, are doing this five miles of heavy work with their own men and teams. They have established three camps of about 40 teams and 80 men each. These camps are known respectively as the Nebraska, Kansas and Colorado camps, from the fact that they have been doing railroad work in each of these states. They are about a mile and a half apart and are entirely separate from each other. Each camp has its own foreman and a number of men with its commissary department, from which the supplies are issued. The work of the three camps is under the direct supervision of Mr. J. N. Carlisle, who has had fourteen years' experience in railroad building in the west and in old Mexico.

Life in a grading camp is conducted according to a rigid routine. Every minute of time counts, and great care

Their mules are the best that could be procured, some spans being valued at not less than \$550. Great care is taken of the stock and every effort is made to keep the mules in first-class condition.

In the matter of boarding their men they have exercised sound judgment. They buy on the best of staple groceries, and give them an abundance of good food free. The principal articles of diet on a railroad camp are fresh beef, ham, bacon, beans, cabbage, potatoes, onions, canned tomatoes and corn, with a little dried fruits. Yeast bread is furnished free. The men, which is made from the very best of flour. The cooks employed at the camps are all experts in the art of cooking for railroad graders. The kitchens are kept in a neat and cleanly manner and the boarding tents in which the men eat present a very inviting appearance. Breakfast is served at 6:30 a. m., dinner at 12 o'clock and supper at 6:30 p. m.

Sal. road graders are paid from \$7 to \$15 a day and board; teamsters receive from \$20 to \$25 a month and board for themselves and teams. Each teamster must feed and harness his own team, and no meal is served the men until all the teams are attended to.

general foreman. It is a business to look after all the details of the camp and the work. He is assisted by two under-foremen, who supervise the work in the grade. Each camp has a corral, and horse looks after the stock, to see that they are well cared for. He must be a possessor of a smattering knowledge of veterinary, medicine and surgery in order to doctor the sick and injured animals. A blacksmith shop is run in connection with every camp, where the harness are shod, and iron stearners and wagons repaired. A harness maker is also employed at all the camps to make needed repairs. The commissary departments of the camps are each in charge of one man, whose duty it is to keep account of the men's food, to order and issue the necessary supplies and provisions and to keep an account of the stock.

In rural work upon the plains plows, drag scrapers and drag scrapers are almost entirely used. The plows loosen the dirt which is removed by the scrapers. Two wheel scraper loads of dirt make a wagon load, while it takes seven drag scraper loads to make the same amount. It is estimated that one team can haul, in a day from twenty-five to seventy-five hundred yards of dirt, the quantity being in great measure regulated by the character of the work.

In making a fill the contractors employ none but experienced dumpers. These men must have more or less mechanical ability in order to make the dump so that no dirt is thrown outside the grade stakes, and the sides are as even and regular.

A visit to any one of these camps would be well repaid. The system to which every detail of the camp life and work is reduced is somewhat surprising, considering the character and ability of the men who constitute the great force of railroad builders.

THE NEW RESERVOIR.

The Puddling Nearly Completed—Its Leakage a Natural Consequence—Opinion of Experts.

The puddling of the new reservoir will probably be completed in a few days. The work is being done in a thorough manner, and it is confidently expected that no more trouble will be had from leakage. It will be filled as quickly as possible, but on account of the large amount of water now being used and the insur-

cient capacity of the supply pipe, it will be impossible to completely fill it for several days. Water Superintendent Frost, in speaking of the matter Monday, said that the subject of the new Colorado Springs reservoir had occupied two hours of the attention of the water works convention, recently held in Cleveland, Ohio, which he attended, and it was the unanimous opinion of the speakers on the subject—a learned men in such matters—that there was nothing remarkable in the fact, that our new reservoir had at first, refused to hold water. One of the delegates was Mr. Frank Hoyle, of Rockport, N. Y., an aged man and son of Ben Hoyle, of water works fame. He stated that he had been in the water works business all his life, and had never carried a dollar in any other business, and he was one of a dozen who thought that our reservoir was acting in a perfectly natural manner, and would ultimately prove a success. "And," said Superintendent Frost, "I came home feeling much more confidence in our new reservoir than I ever had before."

The Colorado Telephone company have commenced legal proceedings against the El Paso Electric company to compel the removal of the latter's wires where else place them where they will not interfere with the current on the telephone wire.

City Engineer E. L. Reid is engaged in securing the right of way for the sewer pipes, where the pipes will have to be laid in private property. He has as yet experienced but little difficulty in obtaining the privilege asked for.

CITY COUNCIL.

Adjourned Meeting to Consider the Contested Election Case—Action Further Postponed.

An adjourned regular meeting of the city council was held in the council chamber Monday eve. With Mayor Stricker in the chair and A. C. Merriam, Attorney, in the chair. Present: Mayor Stricker, Attorney, in the chair. Present: Mayor Stricker, Attorney, in the chair.

After roll call the mayor stated that the principal object of the adjourned meeting was to take action in the Stevens-Merriam case. The case was called for rehearsal on the subject.

Judge Williams, attorney for Mr. Y. C. Merriam, obtained permission to address the council, and stated in substance that through a combination of adverse circumstances he was unable to appear in person to conduct his client's case.

The council then adjourned until the next meeting. The case was called for rehearsal on the subject.

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valuation consisting of Messrs. A. A. McGowney, J. E. Chelanga and C. G. Egan, was appointed. This is the most responsible committee of the association. It will have sole charge of the investigation of the funds intrusted to the association. The affairs of the organization are now in a very prosperous condition. It has a membership of seventy-seven and the amount of stock already taken is about \$80,000.

Police Notes.
Justice Shuler issued a warrant on Sunday for the arrest of a woman charged with larceny committed in Colorado City. She was brought before his honor and furnished a \$200 bond for appearance on Wednesday morning.

Justice Shuler arrested Philip Gray (colored) on Sunday for the larceny of a vest from the Grand View hotel. He is an old offender, and escaped punishment on a short time ago by the clemency of the man who had robbed him. He will have a hearing this morning.

On Sunday evening Mr. Joe Donovan came in from his ranch, about three miles south of Fountain, and turned over to the police a man who attempted to act like a horse. He was locked up, but Mr. Donovan has not yet appeared to testify against him. The accused is an evasive man.

The police magistrate Monday fined a man \$5.00 for vagrancy, which amount the latter will have to work out with a chain accompaniment.

The police magistrate assessed a fine of \$30.00 Monday against a citizen for disturbance of the peace. The offense was committed last April, but the offender has been out of the city ever since.

A Petal Blaze.
At 10 o'clock Monday morning a alarm of fire was sounded for the second time. The alarm men reported that they had found the fire to be confined to a building in the rear of No. 225 North Washington avenue. The fire company, whose house room is within two blocks of the scene, were first on the ground, and it was found unnecessary for any of the other companies to turn on water. The building has been temporarily occupied by a young man named J. W. Brown and his mother. Both were absent when the fire started. Mrs. Brown states that she built a fire about 5 o'clock, but that it was considerably reduced when she left the house at 7 o'clock. The fire was either caused by a defective chimney or was the result of accidental combustion. The house being closely situated, and the fact that the water of the interior was about evenly divided, it is probable that the fire started in the building was but slightly damaged, but since from a portion of the contents of Mrs. Brown's trunk, everything inside was destroyed. The loss is about \$100. The property belongs to Mrs. Kate Sullivan.

One of the incidents of the fire was several reports from the building. Mrs. Brown explained that she had a fire in the house, but that it was considerably reduced when she left the house at 7 o'clock. The fire was either caused by a defective chimney or was the result of accidental combustion. The house being closely situated, and the fact that the water of the interior was about evenly divided, it is probable that the fire started in the building was but slightly damaged, but since from a portion of the contents of Mrs. Brown's trunk, everything inside was destroyed. The loss is about \$100. The property belongs to Mrs. Kate Sullivan.

Sunday School Association.
The Sunday School Workers in Colorado, Colorado, are holding a convention at the Colorado Springs Hotel, Colorado, on Sunday, May 27, 1888. The convention will be held at the Colorado Springs Hotel, Colorado, on Sunday, May 27, 1888. The convention will be held at the Colorado Springs Hotel, Colorado, on Sunday, May 27, 1888.

Democratic County Convention.
The mass convention of the Democratic citizens of El Paso county will be held at the court house in Colorado Springs on Tuesday afternoon, May 23, at 2 o'clock. The convention is called for the purpose of electing delegates to represent the county in the state convention, which meets at Denver on Tuesday, May 23, to elect six delegates to represent the state in the Democratic national convention.

City Attorney Jackson stated that the council certainly has power to compel the removal of the power houses beyond the corporate limits of the city, but admitted himself in doubt about its authority to restrict them to any certain distance beyond.

After some discussion the ordinance committee was instructed to confer with owners of power houses with a view to having them moved to a safe distance.

Adjourned.

A bill is pending before the United States senate authorizing the erection of a public building in every city where the annual postal receipts amount to \$200,000 and over. Colorado Springs would be entitled to such a building as the postal receipts amounted last year to \$7,302. Other cities in the state which would be entitled to a building had the following receipts: Aspen, \$7,791; Boulder, \$6,108; Buena Vista, \$8,988; Canon City, \$8,990; Central City, \$8,274; Durango, \$6,514; Fort Collins, \$8,779; Georgetown, \$8,322; Golden, \$8,322; Greeley, \$7,483; Gunnison, \$8,777; Idaho Springs, \$8,970; Leadville, \$26,434; Longmont, \$8,771; Montrose, \$8,632; Ouray, \$8,300; Pueblo, \$8,771; Salida, \$8,702; Silverton, \$8,423; Trinidad, \$8,425.

At a meeting of the directors of the P. O. S. of A. Building and Loan association last week a committee on

A CHAPTER OF RUNAWAYS.

Disastrous Termination of a Sunday Ride—Other Events Which Resulted Less Seriously.

On Sunday afternoon Mr. E. L. Parker, a Xit and employee, started in company with Miss Kate Lye, who lives with her sister on Chalmers street, for a drive to the ranch of Dr. W. A. S. several miles north of the city. They arrived at their destination about 8 o'clock but found no one at home. Mr. Parker conducted to feed his horse before starting on the homeward trip. Miss Lye remained seated in the buggy while Mr. Parker moved the horse from the driver's seat and proceeded to start on a foot drag. This performance frightened the horse, which was impossible to control. The animal started to run and jumped over a bar wire fence, dragging the buggy after it. In another instant the vehicle was brought in contact with one of the ranch buildings and Miss Lye was thrown out of the buggy and struck the building with great force. The horse by this time had recovered from its fright and was easily secured. It was evident that Miss Lye was badly hurt, and she was brought back to her home in this city as quickly as possible, reaching here about 6 o'clock. Dr. Lorn was immediately summoned, and he found her injuries to be of a very serious nature. Her left shoulder and collar bone are broken, and the latter is also dislocated at the sternum. Besides this a wound was found, and one of the eyes, the cavity of which has been pierced to the center of about an inch and a quarter by a nail or some other sharp instrument, and she has sustained severe internal injuries. Dr. Lorn does not think that she will necessarily lose the use of her eye, but he regards the injuries as of a very serious nature.

About 8 o'clock Monday morning a horse attached to a light buggy galloped westward on El Paso street. At the corner of 7th and the animal turned south, and coming in collision with a street car, managed to rid itself of the vehicle and continued on its mad career. It was ascertained that the rig belonged to Mr. D. J. Gil, of Helm & Co's. Mr. Gil's son and started to drive the horse down town. It became frightened at some object, and rearing suddenly, threw the boy out, and went it alone, with the foregoing result. Neither the boy nor the horse is hurt, but the buggy is very demoralized.

Professor W. Mason Broad of Denver will superintend and direct the large public chorus of 500 voices, which will assist in the Grand Glee Musical Festival, to be held in Denver on June 15 and 16, at which Gilmore's famous band will be heard. The selections for the chorus will include the following: Gloria, Mozart's 21st Mass; Pigrum Chorale, L. Lombard; Crowned with the Tempest, Bruni, Anvi. Chorale, Trovatore, with vocal and cannon accompaniment; The Star Song of Banner, La. E. Chorale, Messina. Professor Broad desires to secure several voices for the chorus in this city, and if a sufficient number will attend he will give them two or three rehearsals. There will be a grand rehearsal in Denver on Thursday, June 14, at 8 o'clock. The chorus containing the music will be furnished free of cost to members of the chorus, and no admission fee will be required of chorus members whose names are on the list. Applications for membership are being received, and it is imperative that singers wishing to join the chorus should communicate at once with Professor Broad, as only a certain number can be accommodated upon the program.

Miss Hunter, the horse waltz won the racing race at Pueblo Tuesday, is the property of Mr. E. E. Casady of this city.

Weekly Market Report.
Corrected weekly by A. C. Lemenway, dealer in wholesale and retail groceries and ranch produce, No. 14 South Tejon street.

RANCH PRODUCE.

GRAIN.

VEGETABLES.

MARKED.

ADVERTISING.

BUSINESS LOCALS.

ADVERTISING.

BUSINESS LOCALS.

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LETTER LIST.

List of letters remaining undelivered in the postoffice at Colorado Springs, B. T. Post Office, for week ending May 18, 1888.

LETTERS FROM HEAVEN.

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A starting and thrilling book with introduction by GEORGE MACDONALD.

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